

United States Department of the Interior
National Park Service**National Register of Historic Places Registration Form**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of PropertyHistoric name: Chrysler VillageOther names/site number: N/AName of related multiple property listing:
N/A

(Enter "N/A" if property is not part of a multiple property listing)

2. LocationStreet & number: Bounded by S Long Ave, S Laverne Ave, W 63rd St, W 65th StCity or town: Chicago State: IL County: CookNot For Publication: ☐ Vicinity: ☐**3. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this ___ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property ___ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___national ___statewide ___local

Applicable National Register Criteria:

___A ___B ___C ___D

Signature of certifying official/Title:

Date

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official:

Date

Title :State or Federal agency/bureau
or Tribal Government

Chrysler Village
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4. National Park Service Certification

I hereby certify that this property is:

- ☐ entered in the National Register
☐ determined eligible for the National Register
☐ determined not eligible for the National Register
☐ removed from the National Register
☐ other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private: ☒
- Public – Local ☒
- Public – State ☐
- Public – Federal ☐

Category of Property

(Check only **one** box.)

- Building(s) ☐
- District ☒
- Site ☐
- Structure ☐
- Object ☐

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>264</u>	<u>41</u>	buildings
<u>1</u>	<u> </u>	sites
<u> </u>	<u> </u>	structures
<u> </u>	<u> </u>	objects
<u>265</u>	<u>41</u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

DOMESTIC/single dwelling
DOMESTIC/multiple dwelling
LANDSCAPE/park

Current Functions

(Enter categories from instructions.)

DOMESTIC/single dwelling
DOMESTIC/multiple dwelling
LANDSCAPE/park

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7. Description

Architectural Classification

(Enter categories from instructions.)

Minimal Traditional

Materials: (enter categories from instructions.)

Principal exterior materials of the property:

Foundation: Concrete

Walls: Brick, Glass

Siding: Aluminum

Roof: Asphalt Shingles

Other: Wood

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

Chrysler Village is located in the Clearing neighborhood on the southwest side of Chicago. The rectangular subdivision extends from S Long Avenue to S Laverne Avenue and is bounded by the alley behind W 63rd Street on the north and W 65th Street on the south. The area includes a centralized park and concentric rings of streets lined by single family homes and multi-unit residences. All of the homes are one to two stories tall and were built between 1942 and 1944 in a Minimal Traditional architectural style. The majority of homes maintain original exteriors of brick and aluminum siding and retain significant historic integrity.

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Narrative Description

House Types and Architectural Styles

The Chrysler Village district consists of single family homes and multi-unit residences, including: two-flats (also known as duplexes), four-flats (also known as fourplexes), six-flats, one seven-flat, eight-flats, and a couple of 16-flat residences. Multiple unit residences are the most common structures in Chrysler Village. No residence is more than two-stories tall.

All of the homes in Chrysler Village were designed by Harold E. Anderson or H.A. Stahl, with the exception of a sixteen-flat on S Long Avenue designed by Joseph E. Hosek. All of the architects employed a Minimal Traditional architectural style characterized by a box form and lack of ornamentation. Employed from the Depression era through the end of World War II, the Minimal Traditional architecture style combined elements of Colonial (Gregorian) and Federal architecture and facilitated low-cost construction. The architectural style reflected the subdivision's purpose of housing defense plant workers and staff. Standing one or two stories tall, the brick single-family residences feature an off-center entrance, double hung windows, and gabled roofs. Cape Cod architecture periodically emerges in the single-family residences with facing gables and simple fronts.¹ The multi-family residences epitomize the more Federal characteristics of Minimal Traditional architecture with brick foundations, centered doors, and simple architectural ornamentation. Despite occasional additions added to homes after the period of significance, the majority of residences retain the distinctive features of Minimal Traditional architecture.

Pattern of Subdivision and Boundaries

As a distinct subdivision within the Clearing neighborhood, Chrysler Village is shaped by streets arranged in concentric rectangles. The district extends from S Long Avenue on the west side to S Lavergne Avenue on the east. The alley behind W 63rd Street serves as the northern boundary of the subdivision and W 65th Street marks the southern edge of Chrysler Village. The district excludes a block-long vacant lot in the southwest corner of the subdivision on S Long Avenue. The boundaries of the historic district mirror early documentation of the subdivision, and the homes within Chrysler Village retain a midcentury aesthetic that visibly contrasts from the surrounding postwar bungalows and industrial buildings.

¹ McAlerster, Virginia & Lee, A Field Guide to American Houses, (New York: Knopf, 1984) 524.

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The residences along the perimeter of Chrysler Village are nearly exclusively multi-unit homes. S Long Avenue, S Lorel Avenue, and S Laverne Avenue contain residences ranging from duplexes to sixteen-flats. Inside the district, curvilinear streets form two rounded rectangles. The closer a block is located to the center of the development, the more likely it is to be dominated by duplexes and single family residences rather than large multi-unit structures.

The outer rectangle includes S Lockwood Avenue on the west and features duplexes, fourplexes, and six-flats. On the east side, S Lawler Avenue largely contains single-family residences. Duplexes dominate W 63rd Place on the north while W 64th Place on the south includes duplexes, four-flats, and six-flats.

The inner rectangle is comprised of S Latrobe Avenue on the west and S Leclaire Avenue on the east, both of which mostly contain single-family residences. W 63rd Street also serves as the northern edge of the inner ring, with the single-family homes on S 64th Street forming the southern border.

In addition to the concentric rectangles, Chrysler Village includes a variety of short avenues branching off to connect the development with larger arteries like 63rd and 65th Streets. All of the homes in Chrysler Village range from one story to two stories tall, with several split-levels sprinkled throughout the development. Most streets in Chrysler Village are also accompanied by alleyways lined with garages built in the 1950s, after the district's period of significance.

Lawler Park sits in the center of the district. Originally a green space named Laverne Park, its name later changed to Lawler and was established as a Chicago City Park in 1947. Today the park is 6.2 acres large and contains a playground, two baseball diamonds, basketball courts, and a field house. Although the field house and play structures were added to the park after the period of significance, Lawler Park remains a landscape feature critical to the overall design and setting of the district.

Setting, Condition, and Integrity

Chrysler Village sits in the Clearing neighborhood on the western edge of Chicago's city limits. The district encompasses a 1941 federal housing project designed to house workers of the

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Chrysler Defense Plant, previously located 2.5 miles south of Chrysler Village at S Cicero

Avenue between W 72nd Street and W 76th Street.

The design plan of Chrysler Village stands out in the landscape of the greater metropolitan Chicago. In contrast to Chicago's grid street design, Chrysler Village was planned with curvilinear streets. Dwellings are positioned on the one-third of the available lot closest to the street. Each lot includes a front yard with a sidewalk that extends from front stoops of the home to the main sidewalks that line the streets. Detached garages built in the 1950s and later are located in the rear of lots behind the homes; as a result, the noncontributing structures do not cause any intrusion on Chrysler Villages' original character.

The areas to the west, east and south of Chrysler Village have been significantly developed as a result of post-war industrialization in south Chicago. Bungalows and ranch houses line the streets in the surrounding suburban developments, contrasting distinctly with the Minimal Traditional architecture of Chrysler Village homes. Midway Airport is located directly north of the district. In recent years, the growth and close proximity of Midway has drawn several quick-stay hotels and franchise businesses to the surrounding area. The insular street design of Chrysler Village prevents the surrounding post-industrial environment from compromising the character and feeling within the district.

From its inception, the subdivision served as home to a largely working class community. The same is true today. All of the homes in Chrysler Village were built within the period of significance and a majority of the buildings retain their original Minimal Traditional architecture. An insignificant percentage of the homes in Chrysler Village deviate from the neighborhood's midcentury aesthetic. As a result, Chrysler Village retains substantial historic integrity.

Contributing/Noncontributing

All structures located within Chrysler Village's designated boundaries, with the exception of the Lawler Park field house, were completed between 1943 and 1945. Contributing and noncontributing buildings were evaluated based on their integrity and adherence to a mid-century Minimal Traditional design. Homes with post-World War II structural changes to the foundation, roofline, and curbside appearance are considered noncontributing. Significant structural alterations include attached garages, expanded roofs, and side or entrance additions. Wooden siding, stucco, and brick overlay from the late twentieth century significantly alter the

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midcentury minimalist traditional aesthetic and render homes noncontributing when covering one third or more of the exterior. Brick and aluminum siding are acceptable and appropriate to the period of significance. Examples of Minimal Traditional structures dating to the mid-century have been found containing a mixture of shutters and awnings; therefore, homes with these features contribute to the historic district. Fences, porches, patios, and other landscape components are largely cosmetic and do not compromise the integrity of the historic homes. Based on these criteria, eighty-seven percent, or 264 out of 305 buildings in the district are contributing.

Spreadsheet Key

Construction Completion	The final report date listed building permits submitted to the City of Chicago, 1942-1945
Original Stories/Units:	According to Chicago Building Permits, 1942-1945
Current Stories/Units:	According to evaluations in February 2013
1 Unit:	Single family residence
1.5 Units:	Split-level residence
2-16 Units:	Multi-flat units
Owner, Architect:	According to Chicago Building Permits, 1943-1945
Notes:	Any features that render a building noncontributing are listed
Permit Override:	Discrepancies between the permit and current story number can be accounted for by inconsistencies in the permit registration rather than by later changes to the home.

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No.	Street	Construction Completed	Original Stories	Original Units	Original Material	Architect	Owner	Current Stories	Current Units	Architectural Style	Current Material	Contributing	Notes
6344	S LATROBE AVE	10/16/1944	N/A	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK OVERLAY	NO	BRICK OVERLAY
6345	S LATROBE AVE	10/11/1944	2	1	BRICK	ANDERSON	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK & ALUMINUM SIDING	YES	
6348	S LATROBE AVE	10/16/1944	N/A	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK & ALUMINUM SIDING	YES	
6349	S LATROBE AVE	10/11/1944	1	1	BRICK	ANDERSON	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK	YES	OVERRIDE PERMIT
6352	S LATROBE AVE	10/16/1944	N/A	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK	YES	
6353	S LATROBE AVE	10/11/1944	1	1	BRICK	ANDERSON	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK & ALUMINUM SIDING	YES	
6356	S LATROBE AVE	10/16/1944	N/A	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK	NO	ENTRANCE ADDITION
6357	S LATROBE AVE	10/11/1944	1	1	BRICK	ANDERSON	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK	NO	BRICK OVERLAY
6360	S LATROBE AVE	10/16/1944	N/A	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK	YES	
6361	S LATROBE AVE	10/11/1944	1	1	BRICK	ANDERSON	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK & ALUMINUM SIDING	NO	COLONIAL ENTRANCEWAY
6364	S LATROBE AVE	10/16/1944	N/A	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK	YES	
6365	S LATROBE AVE	10/11/1944	1	1	BRICK	ANDERSON	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK & ALUMINUM SIDING	NO	BRICK OVERLAY
6368	S LATROBE AVE	10/16/1944	N/A	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK	YES	
6371	S LATROBE AVE	10/11/1944	1	1	BRICK	ANDERSON	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK	YES	
6374	S LATROBE AVE	10/16/1944	N/A	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK	YES	
6376	S LATROBE AVE	10/16/1944	N/A	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK	YES	
6320	S LAVERGNE AVE	9/19/1944	1	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK	YES	
6324	S LAVERGNE AVE	9/19/1944	1	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK & ALUMINUM SIDING	YES	
6328	S LAVERGNE AVE	9/19/1944	1	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK & ALUMINUM	NO	ADDITIONS

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											SIDING		
6332	S LAVERGNE AVE	9/19/1944	1	1	BRICK	STAHL	FJ WALSH CO.	1.5	1	MINIMAL TRADITIONAL	BRICK & ALUMINUM SIDING	YES	OVERRIDE PERMIT
6336	S LAVERGNE AVE	9/19/1944	1	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK	YES	
6340	S LAVERGNE AVE	9/19/1944	1	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK	NO	BRICK OVERLAY
6344	S LAVERGNE AVE	9/19/1944	1	1	BRICK	STAHL	FJ WALSH CO.	1.5	1	MINIMAL TRADITIONAL	BRICK	YES	OVERRIDE PERMIT
6348	S LAVERGNE AVE	9/19/1944	1	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK	YES	
6352	S LAVERGNE AVE	9/19/1944	1	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK	YES	
6356	S LAVERGNE AVE	9/19/1944	1	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK	YES	
6400	S LAVERGNE AVE	9/20/1944	1	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK	NO	BRICK OVERLAY
6404	S LAVERGNE AVE	9/20/1944	1	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK & ALUMINUM SIDING	YES	
6408	S LAVERGNE AVE	9/20/1944	1	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK & ALUMINUM SIDING	NO	BRICK OVERLAY
6412	S LAVERGNE AVE	9/20/1944	2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK	YES	
6416	S LAVERGNE AVE	9/20/1944	2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK	YES	
6420	S LAVERGNE AVE	9/22/1944	2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK	YES	
6424	S LAVERGNE AVE	6/20/1944	1	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK & ALUMINUM SIDING	YES	
6428	S LAVERGNE AVE	9/20/1944	1	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK & ALUMINUM SIDING	YES	
6432	S LAVERGNE AVE	9/20/1944	1	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK & ALUMINUM SIDING	YES	
6436	S LAVERGNE AVE	6/20/1944	1	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK	YES	
6440	S LAVERGNE AVE	9/19/1944	N/A	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK, STONE, STUCCO	NO	STONE/STUCCO OVERLAY
6444	S LAVERGNE AVE	9/19/1944	N/A	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK	NO	BRICK OVERLAY
6448	S LAVERGNE AVE	9/19/1944	N/A	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK & ALUMINUM SIDING	YES	
6452	S LAVERGNE AVE	9/19/1944	N/A	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK	NO	BRICK OVERLAY

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6456	S LAVERGNE AVE	9/19/1944	N/A	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK & ALUMINUM SIDING	YES	
6316	S LAWLER AVE	5/3/1945	1	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK OVERLAY	NO	BRICK OVERLAY
6320	S LAWLER AVE	5/3/1945	1	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK & ALUMINUM SIDING	YES	
6321	S LAWLER AVE	12/8/1944	1 - 1.5	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK	YES	OVERRIDE PERMIT
6327	S LAWLER AVE	12/8/1944	1 - 1.5	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK	NO	ROUNDED STAIRS, ALTERED ENTRANCE
6335	S LAWLER AVE	12/8/1944	1 - 1.5	1	BRICK	STAHL	FJ WALSH CO.	1	1	MINIMAL TRADITIONAL	BRICK	YES	
6336	S LAWLER AVE	1/16/1945	1	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK	YES	
6339	S LAWLER AVE	12/8/1944	1 - 1.5	1	BRICK	STAHL	FJ WALSH CO.	1	1	MINIMAL TRADITIONAL	BRICK OVERLAY	NO	BRICK OVERLAY, ATTACHED GARAGE
6342	S LAWLER AVE	1/16/1945	1	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK	YES	OVERRIDE PERMIT
6345	S LAWLER AVE	12/8/1944	1 - 1.5	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK	YES	OVERRIDE PERMIT
6348	S LAWLER AVE	1/16/1945	1	1	BRICK	STAHL	FJ WALSH CO.	1	1	MINIMAL TRADITIONAL	BRICK	YES	
6349	S LAWLER AVE	12/8/1944	1 - 1.5	1	BRICK	STAHL	FJ WALSH CO.	1.5	1	MINIMAL TRADITIONAL	BRICK	YES	
6352	S LAWLER AVE	1/16/1945	1	1	BRICK	STAHL	FJ WALSH CO.	1	1	MINIMAL TRADITIONAL	BRICK	YES	
6353	S LAWLER AVE	12/8/1944	1 - 1.5	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK	YES	OVERRIDE PERMIT
6356	S LAWLER AVE	1/16/1945	1	1	BRICK	STAHL	FJ WALSH CO.	1	1	MINIMAL TRADITIONAL	BRICK	YES	
6357	S LAWLER AVE	12/8/1944	1 - 1.5	1	BRICK	STAHL	FJ WALSH CO.	1	1	MINIMAL TRADITIONAL	BRICK	YES	
6360	S LAWLER AVE	1/16/1945	1	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK	YES	OVERRIDE PERMIT
6361	S LAWLER AVE	12/8/1944	1 - 1.5	1	BRICK	STAHL	FJ WALSH CO.	1	1	MINIMAL TRADITIONAL	BRICK	YES	
6364	S LAWLER AVE	1/16/1945	1	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK OVERLAY	NO	BRICK OVERLAY
6400	S LAWLER AVE	6/20/1945	1 - 1.5	1	BRICK	STAHL	FJ WALSH CO.	1	1	MINIMAL TRADITIONAL	BRICK	YES	
6401	S LAWLER AVE	12/8/1944	1 - 1.5	1	BRICK	STAHL	FJ WALSH CO.	1	1	MINIMAL TRADITIONAL	BRICK	YES	
6406	S LAWLER AVE	6/20/1945	1 - 1.5	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK	YES	
6407	S LAWLER AVE	12/8/1944	1 - 1.5	1	BRICK	STAHL	FJ WALSH CO.	1	1	MINIMAL TRADITIONAL	BRICK	YES	
6410	S LAWLER AVE	6/20/1945	1 - 1.5	1	BRICK	STAHL	FJ WALSH CO.	1.5	1	MINIMAL TRADITIONAL	BRICK	YES	

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6411	S LAWLER AVE	12/8/1944	1 - 1.5	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK	YES	OVERRIDE PERMIT
6414	S LAWLER AVE	6/20/1945	1 - 1.5	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK	YES	OVERRIDE PERMIT
6415	S LAWLER AVE	12/8/1944	1 - 1.5	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK OVERLAY	NO	BRICK OVERLAY
6418	S LAWLER AVE	6/20/1945	1 - 1.5	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK	YES	
6419	S LAWLER AVE	12/8/1944	1 - 1.5	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK	YES	OVERRIDE PERMIT
6422	S LAWLER AVE	6/20/1945	1 - 1.5	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK	YES	OVERRIDE PERMIT
6423	S LAWLER AVE	12/8/1944	1 - 1.5	1	BRICK	STAHL	FJ WALSH CO.	1.5	1	MINIMAL TRADITIONAL	BRICK	NO	ATTACHED GARAGE
6426	S LAWLER AVE	6/20/1945	1 - 1.5	1	BRICK	STAHL	FJ WALSH CO.	1.5	1	MINIMAL TRADITIONAL	BRICK	YES	
6427	S LAWLER AVE	12/8/1944	1 - 1.5	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK	YES	OVERRIDE PERMIT
6430	S LAWLER AVE	6/20/1945	1 - 1.5	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK	NO	ATTACHED GARAGE
6431	S LAWLER AVE	12/8/1944	1 - 1.5	1	BRICK	STAHL	FJ WALSH CO.	2	1			YES	
6435	S LAWLER AVE	12/8/1944	1 - 1.5	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK	YES	OVERRIDE PERMIT
6436	S LAWLER AVE	6/20/1945	1 - 1.5	1	BRICK	STAHL	FJ WALSH CO.	1	1	MINIMAL TRADITIONAL	BRICK	YES	
6439	S LAWLER AVE	12/8/1944	1 - 1.5	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK	YES	OVERRIDE PERMIT
6443	S LAWLER AVE	12/8/1944	1 - 1.5	1	BRICK	STAHL	FJ WALSH CO.	1	1	MINIMAL TRADITIONAL	BRICK	YES	
6338	S LECLAIRE AVE	6/27/1945	1 - 2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK	YES	
6339	S LECLAIRE AVE	6/1/1945	1 - 2	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK	NO	BRICK OVERLAY
6342	S LECLAIRE AVE	6/27/1945	1 - 2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK	YES	
6343	S LECLAIRE AVE	6/1/1945	1 - 2	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK & ALUMINUM SIDING	YES	OVERRIDE PERMIT
6346	S LECLAIRE AVE	6/27/1945	1 - 2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK & ALUMINUM SIDING	NO	ROOF ADDITION
6347	S LECLAIRE AVE	6/1/1945	1 - 2	1	BRICK	STAHL	FJ WALSH CO.	1.5	1	MINIMAL TRADITIONAL	BRICK	YES	OVERRIDE PERMIT
6350	S LECLAIRE AVE	6/27/1945	1 - 2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK & ALUMINUM SIDING	NO	ROOF ADDITION
6351	S LECLAIRE AVE	6/1/1945	1 - 2	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK	YES	
6354	S LECLAIRE	6/27/1945	1 -	1	BRICK	ANDERSON	LAWLER	2	1	MINIMAL	BRICK	YES	

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	AVE		2				AVE CORP			TRADITIONAL			
6355	S LECLAIRE AVE	6/1/1945	1 - 2	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK & ALUMINUM SIDING	YES	
6359	S LECLAIRE AVE	6/1/1945	1 - 2	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK	YES	
6360	S LECLAIRE AVE	6/27/1945	1 - 2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK & ALUMINUM SIDING	YES	
6363	S LECLAIRE AVE	6/1/1945	1 - 2	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK	YES	
6364	S LECLAIRE AVE	6/27/1945	1 - 2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK & ALUMINUM SIDING	NO	ROOF ADDITION
6367	S LECLAIRE AVE	6/1/1945	1 - 2	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK & ALUMINUM SIDING	NO	ROOF ADDITION
6368	S LECLAIRE AVE	6/27/1945	1 - 2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK	YES	
6400	S LECLAIRE AVE	6/7/1945	1 - 1.5	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK & ALUMINUM SIDING	YES	
6401	S LECLAIRE AVE	5/16/1945	1 - 2	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK	YES	
6407	S LECLAIRE AVE	5/16/1945	1 - 2	1	BRICK	STAHL	FJ WALSH CO.	1	1	MINIMAL TRADITIONAL	BRICK	YES	OVERRIDE PERMIT
6408	S LECLAIRE AVE	6/7/1945	1 - 1.5	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK & ALUMINUM SIDING	YES	
6411	S LECLAIRE AVE	5/16/1945	1 - 2	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK & ALUMINUM SIDING	NO	BRICK OVERLAY
6412	S LECLAIRE AVE	6/7/1945	1 - 1.5	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK	YES	
6415	S LECLAIRE AVE	5/16/1945	1 - 2	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK	YES	
6416	S LECLAIRE AVE	6/7/1945	1 - 1.5	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK	NO	BRICK OVERLAY
6419	S LECLAIRE AVE	5/16/1945	1 - 2	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK & ALUMINUM SIDING	YES	
6420	S LECLAIRE AVE	6/7/1945	1 - 1.5	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK	NO	BRICK OVERLAY
6423	S LECLAIRE AVE	5/16/1945	1 - 2	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK & ALUMINUM SIDING	YES	
6328-6330	S LOCKWOOD AVE	2/1/1944	2	2	BRICK	STAHL	MERRION	2	2	MINIMAL TRADITIONAL	BRICK	YES	
6333-6335	S LOCKWOOD AVE	5/24/1944	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	YES	
6334-	S LOCKWOOD	2/1/1944	2	2	BRICK	STAHL	MERRION	2	2	MINIMAL	BRICK	YES	

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6336	AVE									TRADITIONAL			
6340-6346	S LOCKWOOD AVE	2/1/1944	2	4	BRICK	STAHL	MERRION	2	4	MINIMAL TRADITIONAL	BRICK	YES	
6347-6353	S LOCKWOOD AVE	5/24/1944	2	4	BRICK	STAHL	FJ WALSH CO.	2	4	MINIMAL TRADITIONAL	BRICK	YES	
6348-6358	S LOCKWOOD AVE	2/1/1944	2	6	BRICK	STAHL	MERRION	2	6	MINIMAL TRADITIONAL	BRICK	YES	
6357-6363	S LOCKWOOD AVE	5/24/1944	2	4	BRICK	STAHL	FJ WALSH CO.	2	4	MINIMAL TRADITIONAL	BRICK	YES	
6365-6403	S LOCKWOOD AVE	2/1/1944	2	4	BRICK	STAHL	FJ WALSH CO.	2	4	MINIMAL TRADITIONAL	BRICK	YES	
6400-6406	S LOCKWOOD AVE	3/21/1944	2	4	BRICK	STAHL	MERRION	2	4	MINIMAL TRADITIONAL	BRICK	YES	
6407-6413	S LOCKWOOD AVE	5/24/1944	2	4	BRICK	STAHL	MERRION	2	4	MINIMAL TRADITIONAL	BRICK	YES	
6410-6416	S LOCKWOOD AVE	3/21/1944	2	4	BRICK	STAHL	MERRION	2	4	MINIMAL TRADITIONAL	BRICK	YES	
6417-6423	S LOCKWOOD AVE	3/22/1944	2	4	BRICK	STAHL	MERRION	2	4	MINIMAL TRADITIONAL	BRICK	YES	
6420-6426	S LOCKWOOD AVE	3/21/1944	2	4	BRICK	STAHL	MERRION	2	4	MINIMAL TRADITIONAL	BRICK	YES	
6429-6431	S LOCKWOOD AVE	3/22/1944	2	2	BRICK	STAHL	MERRION	2	2	MINIMAL TRADITIONAL	BRICK	YES	
6430-6432	S LOCKWOOD AVE	3/21/1944	2	2	BRICK	STAHL	MERRION	2	2	MINIMAL TRADITIONAL	BRICK	YES	
6440-6446	S LOCKWOOD AVE	2/1/1944	2	4	BRICK	STAHL	MERRION	2	4	MINIMAL TRADITIONAL	BRICK OVERLAY	NO	BRICK OVERLAY
6441-6443	S LOCKWOOD AVE	5/24/1944	2	2	BRICK	STAHL	MERRION	2	2	MINIMAL TRADITIONAL	BRICK	YES	
6448-6458	S LOCKWOOD AVE	2/1/1944	2	6	BRICK	STAHL	MERRION	2	6	MINIMAL TRADITIONAL	BRICK	YES	
6449-6451	S LOCKWOOD AVE	5/24/1944	2	2	BRICK	STAHL	MERRION	2	2	MINIMAL TRADITIONAL	BRICK	YES	
6455-6457	S LOCKWOOD AVE	5/24/1944	2	2	BRICK	STAHL	MERRION	2	2	MINIMAL TRADITIONAL	BRICK	YES	
6314-6326	S LONG AVE	5/1/1944	2	7	BRICK	ANDERSON	MERRION	2	7	MINIMAL TRADITIONAL	BRICK	YES	
6315-6325	S LONG AVE	6/4/1943	2	6	BRICK	ANDERSON	MERRION	2	6	MINIMAL TRADITIONAL	BRICK	YES	
6327-6337	S LONG AVE	6/4/1943	2	6	BRICK	ANDERSON	MERRION	2	6	MINIMAL TRADITIONAL	BRICK	YES	
6332-6362	S LONG AVE	2/3/1943	2	16	BRICK	HOSEK	CHESTER KRASYK	2	16	MINIMAL TRADITIONAL	BRICK	YES	
6339-6349	S LONG AVE	6/4/1943	2	6	BRICK	ANDERSON	MERRION	2	6	MINIMAL TRADITIONAL	BRICK	YES	
6351-6365	S LONG AVE	6/4/1943	2	8	BRICK	ANDERSON	MERRION	2	8	MINIMAL TRADITIONAL	BRICK	YES	
6400-6430	S LONG AVE	4/2/1943	2	16	BRICK	ANDERSON	MERRION	2	16	MINIMAL TRADITIONAL	BRICK	YES	
6401-	S LONG AVE	6/4/1943	2	8	BRICK	ANDERSON	MERRION	2	8	MINIMAL	BRICK	YES	

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6415										TRADITIONAL			
6417-6433	S LONG AVE	6/4/1943	2	9	BRICK	ANDERSON	MERRION	2	9	MINIMAL TRADITIONAL	BRICK	YES	
6435-6451	S LONG AVE	6/4/1943	2	9	BRICK	ANDERSON	MERRION	2	9	MINIMAL TRADITIONAL	BRICK	YES	
6453-6469	S LONG AVE	6/4/1943	2	9	BRICK	ANDERSON	MERRION	2	9	MINIMAL TRADITIONAL	BRICK	YES	
6313-6315	S LOREL AVE	8/19/1943	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	YES	
6314-6316	S LOREL AVE	8/18/1943	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	YES	
6317-6319	S LOREL AVE	8/18/1943	2	2	BRICK	STAHL	MERRION	2	2	MINIMAL TRADITIONAL	BRICK	YES	
6318-6320	S LOREL AVE	8/17/1943	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	YES	
6321-6327	S LOREL AVE	8/18/1943	2	4	BRICK	STAHL	FJ WALSH CO.	2	4	MINIMAL TRADITIONAL	BRICK	YES	
6322-6328	S LOREL AVE	8/17/1943	2	4	BRICK	STAHL	FJ WALSH CO.	2	4	MINIMAL TRADITIONAL	BRICK	YES	
6329-6331	S LOREL AVE	8/17/1943	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	YES	
6330-6328	S LOREL AVE	8/17/1943	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	YES	
6333-6335	S LOREL AVE	8/17/1943	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	YES	
6334-6336	S LOREL AVE	8/18/1943	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	YES	
6337-6339	S LOREL AVE	8/18/1943	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	YES	
6338-6340	S LOREL AVE	8/18/1943	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	YES	
6341-6347	S LOREL AVE	8/19/1943	2	4	BRICK	STAHL	FJ WALSH CO.	2	4	MINIMAL TRADITIONAL	BRICK	YES	
6342-6348	S LOREL AVE	8/18/1943	2	4	BRICK	STAHL	FJ WALSH CO.	2	4	MINIMAL TRADITIONAL	BRICK	YES	
6349-6351	S LOREL AVE	8/18/1943	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	YES	
6350-6352	S LOREL AVE	8/18/1943	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	YES	
6353-6355	S LOREL AVE	8/18/1943	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	YES	
6354-6356	S LOREL AVE	8/18/1943	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	YES	
6400-6402	S LOREL AVE	8/18/1943	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	YES	
6401-6403	S LOREL AVE	8/18/1943	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	YES	
6404-6406	S LOREL AVE	8/19/1943	2	2	BRICK	STAHL	MERRION	2	2	MINIMAL TRADITIONAL	BRICK	YES	
6405-	S LOREL	8/18/1943	2	2	BRICK	STAHL	FJ WALSH	2	2	MINIMAL	BRICK	YES	

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6407	AVE						CO.			TRADITIONAL			
6408-6414	S LOREL AVE	8/19/1943	2	4	BRICK	STAHL	MERRION	2	4	MINIMAL TRADITIONAL	BRICK	YES	
6409-6415	S LOREL AVE	8/19/1943	2	4	BRICK	STAHL	MERRION	2	4	MINIMAL TRADITIONAL	BRICK	YES	
6416-6418	S LOREL AVE	8/19/1943	2	2	BRICK	STAHL	MERRION	2	2	MINIMAL TRADITIONAL	BRICK	YES	
6417-6423	S LOREL AVE	8/19/1943	2	4	BRICK	STAHL	MERRION	2	4	MINIMAL TRADITIONAL	BRICK	YES	
6420-6422	S LOREL AVE	8/19/1943	2	2	BRICK	STAHL	MERRION	2	2	MINIMAL TRADITIONAL	BRICK	YES	
6424-6430	S LOREL AVE	8/19/1943	2	4	BRICK	STAHL	MERRION	2	4	MINIMAL TRADITIONAL	BRICK	YES	
6425-6427	S LOREL AVE	8/19/1943	2	2	BRICK	STAHL	MERRION	2	2	MINIMAL TRADITIONAL	BRICK	YES	
6429-6431	S LOREL AVE	8/19/1943	2	2	BRICK	STAHL	MERRION	2	2	MINIMAL TRADITIONAL	BRICK	YES	
6432-6434	S LOREL AVE	8/19/1943	2	2	BRICK	STAHL	MERRION	2	2	MINIMAL TRADITIONAL	BRICK	YES	
6433-6435	S LOREL AVE	8/19/1943	2	2	BRICK	STAHL	MERRION	2	2	MINIMAL TRADITIONAL	BRICK	YES	
6436-6438	S LOREL AVE	8/18/1943	2	2	BRICK	STAHL	MERRION	2	2	MINIMAL TRADITIONAL	BRICK	YES	
6437-6443	S LOREL AVE	8/19/1943	2	4	BRICK	STAHL	MERRION	2	4	MINIMAL TRADITIONAL	BRICK	YES	
6440-6446	S LOREL AVE	8/19/1943	2	4	BRICK	STAHL	MERRION	2	4	MINIMAL TRADITIONAL	BRICK	YES	
6445-6451	S LOREL AVE	8/19/1943	2	4	BRICK	STAHL	MERRION	2	4	MINIMAL TRADITIONAL	BRICK	YES	
6448-6450	S LOREL AVE	8/19/1943	2	2	BRICK	STAHL	MERRION	2	2	MINIMAL TRADITIONAL	BRICK	YES	
6453-6455	S LOREL AVE	8/19/1943	2	2	BRICK	STAHL	MERRION	2	2	MINIMAL TRADITIONAL	BRICK	YES	
6457-6459	S LOREL AVE	8/19/1943	2	2	BRICK	STAHL	MERRION	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5035	W 63RD PL	12/9/1944	2	1	BRICK	STAHL	FJ WALSH CO.	1.5	1	MINIMAL TRADITIONAL	BRICK	NO	ATTACHED GARAGE, ADDITIONS
5041	W 63RD PL	12/9/1944	1.5	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK	YES	OVERRIDE PERMIT
5044-5046	W 63RD PL	6/28/1945	2	2	BRICK	ANDERSON	LAWLER AVE CORP	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5100-5102	W 63RD PL	6/28/1945	2	2	BRICK	ANDERSON	LAWLER AVE CORP	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5103-5105	W 63RD PL	6/28/1945	2	2	BRICK	ANDERSON	LAWLER AVE CORP	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5106-5108	W 63RD PL	6/28/1945	2	2	BRICK	ANDERSON	LAWLER AVE CORP	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5109-5111	W 63RD PL	6/28/1945	2	2	BRICK	ANDERSON	LAWLER AVE CORP	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5112-	W 63RD PL	6/28/1945	2	2	BRICK	ANDERSON	LAWLER	2	2	MINIMAL	BRICK	YES	

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5114							AVE CORP			TRADITIONAL			
5115-5117	W 63RD PL	6/28/1945	2	2	BRICK	ANDERSON	LAWLER AVE CORP	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5118-5120	W 63RD PL	6/28/1945	2	2	BRICK	ANDERSON	LAWLER AVE CORP	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5121-5123	W 63RD PL	6/28/1945	2	2	BRICK	ANDERSON	LAWLER AVE CORP	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5124-5126	W 63RD PL	6/28/1945	2	2	BRICK	ANDERSON	LAWLER AVE CORP	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5127-5129	W 63RD PL	6/28/1945	2	2	BRICK	ANDERSON	LAWLER AVE CORP	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5130-5132	W 63RD PL	6/28/1945	2	2	BRICK	ANDERSON	LAWLER AVE CORP	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5133-5135	W 63RD PL	6/28/1945	2	2	BRICK	ANDERSON	LAWLER AVE CORP	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5136-5138	W 63RD PL	6/28/1945	2	2	BRICK	ANDERSON	LAWLER AVE CORP	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5148-5150	W 63RD PL	6/12/1945	2	2	BRICK	ANDERSON	LAWLER AVE CORP	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5154-5156	W 63RD PL	6/12/1945	2	2	BRICK	ANDERSON	LAWLER AVE CORP	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5155-5157	W 63RD PL	6/28/1945	N/A	2	BRICK	ANDERSON	LAWLER AVE CORP	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5160-5162	W 63RD PL	6/12/1945	2	2	BRICK	ANDERSON	LAWLER AVE CORP	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5161-5163	W 63RD PL	6/28/1945	N/A	2	BRICK	ANDERSON	LAWLER AVE CORP	2	2	MINIMAL TRADITIONAL	BRICK	NO	ENTRANCE ADDITION
5166-5168	W 63RD PL	6/12/1945	2	2	BRICK	ANDERSON	LAWLER AVE CORP	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5167-5169	W 63RD PL	6/28/1945	N/A	2	BRICK	ANDERSON	LAWLER AVE CORP	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5172-5174	W 63RD PL	6/12/1945	2	2	BRICK	ANDERSON	LAWLER AVE CORP	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5173-5175	W 63RD PL	6/28/1945	N/A	2	BRICK	ANDERSON	LAWLER AVE CORP	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5200-5210	W 63RD PL	5/23/1944	2	6	BRICK	STAHL	FJ WALSH CO.	2	6	MINIMAL TRADITIONAL	BRICK	YES	
5201-5211	W 63RD PL	5/28/1944	2	6	BRICK	STAHL	FJ WALSH CO.	2	6	MINIMAL TRADITIONAL	BRICK	YES	
5214-5220	W 63RD PL	5/28/1944	2	4	BRICK	STAHL	FJ WALSH CO.	2	4	MINIMAL TRADITIONAL	BRICK	YES	
5215-5221	W 63RD PL	5/27/1944	2	4	BRICK	STAHL	FJ WALSH CO.	2	4	MINIMAL TRADITIONAL	BRICK	YES	
5224-5226	W 63RD PL	5/23/1944	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5225-5227	W 63RD PL	5/28/1944	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5238-5244	W 63RD PL	3/23/1944	2	4	BRICK	STAHL	FJ WALSH CO.	2	4	MINIMAL TRADITIONAL	BRICK	YES	
5239-	W 63RD PL	5/23/1944	2	6	BRICK	STAHL	FJ WALSH	2	6	MINIMAL	BRICK	YES	

United States Department of the Interior
National Park Service / National Register of Historic Places Registration Form
NPS Form 10-900 OMB No. 1024-0018

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5249							CO.			TRADITIONAL			
5246-5252	W 63RD PL	3/28/1944	2	4	BRICK	STAHL	FJ WALSH CO.	2	4	MINIMAL TRADITIONAL	BRICK	YES	
5251-5253	W 63RD PL	5/23/1944	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5256-5258	W 63RD PL	3/23/1944	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5262-5264	W 63RD PL	3/23/1944	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5023	W 64TH PL	12/5/1945	1 - 2	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK	YES	
5027	W 64TH PL	12/5/1945	1 - 2	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK	YES	
5030	W 64TH PL	5/14/1945	2	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK	YES	
5031	W 64TH PL	12/5/1945	1 - 2	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK	YES	
5035	W 64TH PL	12/5/1945	1 - 2	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK	YES	
5036	W 64TH PL	5/14/1945	1.5	1	BRICK	STAHL	FJ WALSH CO.	1.5	1	MINIMAL TRADITIONAL	BRICK	NO	SIDED ADDITION
5039	W 64TH PL	12/5/1945	1 - 2	1	BRICK	STAHL	FJ WALSH CO.	1.5	1	MINIMAL TRADITIONAL	BRICK & WOODEN SIDING	NO	WOODEN SIDING
5042	W 64TH PL	5/14/1945	1	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK	YES	OVERRIDE PERMIT
5043	W 64TH PL	12/5/1945	1 - 2	1	BRICK	STAHL	FJ WALSH CO.	2	1	MINIMAL TRADITIONAL	BRICK	YES	
5100-5102	W 64TH PL	6/12/1945	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5103-5105	W 64TH PL	6/20/1945	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5109-5111	W 64TH PL	6/20/1945	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5110-5112	W 64TH PL	6/12/1945	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5115-5117	W 64TH PL	6/20/1945	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	NO	ATTACHED GARAGE
5116-5118	W 64TH PL	6/12/1945	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5121-5123	W 64TH PL	6/20/1945	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5122-5124	W 64TH PL	6/12/1945	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5127-5129	W 64TH PL	6/20/1945	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5128-5130	W 64TH PL	6/12/1945	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5133-5135	W 64TH PL	6/20/1945	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	YES	

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5134-5136	W 64TH PL	6/12/1945	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5139-5141	W 64TH PL	6/20/1945	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	NO	SIDE ADDITION
5140-5142	W 64TH PL	6/12/1945	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5146-5148	W 64TH PL	6/12/1945	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5147-5149	W 64TH PL	6/20/1945	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5152-5154	W 64TH PL	6/12/1945	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5153-5155	W 64TH PL	6/20/1945	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5158-5160	W 64TH PL	6/12/1945	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5159-5161	W 64TH PL	6/20/1945	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5164-5166	W 64TH PL	6/12/1945	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5165-5167	W 64TH PL	6/20/1945	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5170-5172	W 64TH PL	6/12/1945	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5171-5173	W 64TH PL	6/20/1945	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	NO	SIDE ADDITION
5176-5178	W 64TH PL	6/12/1945	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5177-5179	W 64TH PL	6/20/1945	2	2	BRICK	ANDERSON	LAWLER AVE CORP	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5182-5184	W 64TH PL	6/12/1945	2	2	BRICK	STAHL	FJ WALSH CO.	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5183-5185	W 64TH PL	6/20/1945	2	2	BRICK	ANDERSON	LAWLER AVE CORP	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5214-5220	W 64TH PL	5/22/1944	2	4	BRICK	STAHL	MERRION	2	4	MINIMAL TRADITIONAL	BRICK	YES	
5215-5217	W 64TH PL	6/20/1945	2	2	BRICK	ANDERSON	LAWLER AVE CORP	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5219-5225	W 64TH PL	5/22/1944	2	4	BRICK	STAHL	MERRION	2	4	MINIMAL TRADITIONAL	BRICK	YES	
5222-5232	W 64TH PL	5/24/1944	2	6	BRICK	STAHL	MERRION	2	6	MINIMAL TRADITIONAL	BRICK	YES	
5229-5235	W 64TH PL	5/22/1944	2	4	BRICK	STAHL	MERRION	2	4	MINIMAL TRADITIONAL	BRICK	YES	
5236-5242	W 64TH PL	5/22/1944	2	4	BRICK	STAHL	MERRION	2	4	MINIMAL TRADITIONAL	BRICK	YES	
5239-5245	W 64TH PL	5/22/1944	2	4	BRICK	STAHL	MERRION	2	4	MINIMAL TRADITIONAL	BRICK	YES	
5247-5253	W 64TH PL	5/22/1944	2	4	BRICK	STAHL	MERRION	2	4	MINIMAL TRADITIONAL	BRICK	YES	

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5248-5250	W 64TH PL	5/22/1944	2	2	BRICK	STAHL	MERRION	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5254-5256	W 64TH PL	3/22/1944	2	2	BRICK	STAHL	MERRION	2	2	MINIMAL TRADITIONAL	BRICK	YES	
5100	W 64TH ST	6/27/1945	1 - 2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK	YES	
5106	W 64TH ST	6/27/1945	1 - 2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK & ALUMIMUN SIDING	YES	
5109	W 64TH ST	1/16/1945	1 - 2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK & ALUMINUM SIDING	YES	
5110	W 64TH ST	6/27/1945	1 - 2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK & ALUMIMUN SIDING	YES	
5111	W 64TH ST	1/16/1945	1 - 2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK & ALUMINUM SIDING	YES	
5116	W 64TH ST	6/27/1945	1 - 2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK	YES	
5117	W 64TH ST	1/16/1945	1 - 2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK	YES	
5120	W 64TH ST	6/27/1945	1 - 2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK & ALUMIMUN SIDING	YES	
5121	W 64TH ST	1/16/1945	1 - 2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK	YES	
5124	W 64TH ST	6/27/1945	1 - 2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK & ALUMIMUN SIDING	NO	BRICK OVERLAY, ADDITION
5125	W 64TH ST	1/16/1945	1 - 2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK	YES	
5128	W 64TH ST	6/27/1945	1 - 2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK	YES	
5129	W 64TH ST	1/16/1945	1 - 2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK & ALUMINUM SIDING	NO	ADDITION
5132	W 64TH ST	6/27/1945	1 - 2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK	YES	
5133	W 64TH ST	1/16/1945	1 - 2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK	YES	
5136	W 64TH ST	6/27/1945	1 - 2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK & ALUMIMUN SIDING	YES	
5137	W 64TH ST	1/16/1945	1 - 2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK	NO	BRICK OVERLAY
5140	W 64TH ST	6/27/1945	1 - 2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK & ALUMIMUN SIDING	NO	ROOF ADDITIONS
5141	W 64TH ST	1/16/1945	1 - 2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK	YES	

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5144	W 64TH ST	6/27/1945	1 - 2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK & ALUMINUM SIDING	YES	
5145	W 64TH ST	1/16/1945	1 - 2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK & ALUMINUM SIDING	NO	ROOF ADDITION
5148	W 64TH ST	6/27/1945	1 - 2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK	YES	
5149	W 64TH ST	1/16/1945	1 - 2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK & ALUMINUM SIDING	YES	
5152	W 64TH ST	6/27/1945	1 - 2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK & ALUMINUM SIDING	YES	
5153	W 64TH ST	1/16/1945	1 - 2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK	YES	
5156	W 64TH ST	6/27/1945	1 - 2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK & ALUMINUM SIDING	YES	
5157	W 64TH ST	1/16/1945	1 - 2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK	YES	
5160	W 64TH ST	6/27/1945	1 - 2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK	YES	
5161	W 64TH ST	1/16/1945	1 - 2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK	YES	
5164	W 64TH ST	6/27/1945	1 - 2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK	YES	
5165	W 64TH ST	1/16/1945	1 - 2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK	YES	
5168	W 64TH ST	6/27/1945	1 - 2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK	YES	
5169	W 64TH ST	1/16/1945	1 - 2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK	YES	
5173	W 64TH ST	1/16/1945	1 - 2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK & ALUMINUM SIDING	YES	
5177	W 64TH ST	1/16/1945	1 - 2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK & ALUMINUM SIDING	YES	
5200	W 64TH ST	6/27/1945	1 - 2	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK & ALUMINUM SIDING	YES	
5210	W 64TH ST	1960	1	1	BRICK	N/A	N/A	1	1	N/A	BRICK	NO	LAWLER PARK FIELD HOUSE
5215	W 64TH ST	10/10/1944	N/A	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK	YES	
5216	W 64TH ST	10/11/1944	1	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK & ALUMINUM SIDING	YES	

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5219	W 64TH ST	10/10/1944	N/A	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK & ALUMINUM SIDING	YES	
5220	W 64TH ST	10/11/1944	1	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK & ALUMINUM SIDING	YES	
5223	W 64TH ST	10/10/1944	N/A	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK	YES	
5227	W 64TH ST	10/10/1944	N/A	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK	YES	
5229	W 64TH ST	10/10/1944	N/A	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK & ALUMINUM SIDING	YES	
5233	W 64TH ST	10/10/1944	N/A	1	BRICK	ANDERSON	LAWLER AVE CORP	2	1	MINIMAL TRADITIONAL	BRICK	YES	

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B. Property is associated with the lives of persons significant in our past.
- ☐ C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- ☐ A. Owned by a religious institution or used for religious purposes
- ☐ B. Removed from its original location
- ☐ C. A birthplace or grave
- ☐ D. A cemetery
- ☐ E. A reconstructed building, object, or structure
- ☐ F. A commemorative property
- ☐ G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

Community Planning and Development

Military

Period of Significance

1942-1945

Significant Dates

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Merrion, Joseph E.

Anderson, Harold E.

Walsh, Fred J.

Stahl, H.A.

Hosek, Joseph E.

Kraszyk, Chester

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Chrysler Village exemplifies a fundamental but often unacknowledged moment in the history of housing in twentieth century America. As the preeminent example of a planned community conceived and constructed in Chicago during World War II, Chrysler Village fulfills Criteria A for listing on the National Register of Historic Places because of the partnership between private developers and the federal government to locally meet a national effort to house war industries workers. Chrysler Village also stands as the apotheosis of nationally renowned developer Joseph E. Merrion's innovative approach to public-private partnerships in Chicago's wartime housing market. Proximate to and named after the famed Dodge-Chrysler Plant, home to the production of the B-29 "Superfortress" bomber engines, Chrysler Village represents both the evolution of earlier working-class home ownership through Depression and wartime building as well as an important rehearsal for expanded federal housing initiatives initially conceived to address a postwar housing shortage.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

History of Clearing

In the middle of nineteenth century, former U.S. Congressman and Mayor of Chicago "Long" John Wentworth bought over 4,700 acres of prairie that is now known as the Clearing neighborhood in southwest Chicago. Wentworth primarily used the vast amount of open land for hunting. Following his death, Wentworth's family leased the land to German and Dutch immigrants for farming.² At the turn of the twentieth century, Henry H. Porter of the Chicago Clearing and Transfer Company placed an assemblage of rail yards in the area. The open land of Clearing was advantageous to industrial businesses as the city of Chicago grew more congested and space for development became scarcer. By the time Chicago annexed Clearing in 1915, seventeen additional industrial businesses flocked to the area. The Clearing Industrial District

² Clear-Ridge Historical Society, "A Short History of Clearing," <http://clearridgehistory.weebly.com/clearing.html> (accessed April 5, 2013); *Encyclopedia of Chicago*, "Clearing," <http://www.encyclopedia.chicagohistory.org/pages/296.html> (accessed Apr. 5, 2013).

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emerged in the early twentieth century as one of the earliest and largest industrial districts in the United States.³

In 1926, the Chicago Public Schools leased land in Clearing and neighboring Garfield Ridge for the city of Chicago to build an airport. A year later the few remaining farms were cleared and Mayor William Hale Thompson dedicated Chicago Municipal Airport to the city of Chicago.⁴ Meanwhile, the Clearing Industrial District grew to include over ninety businesses.

With the entry of the United States into World War II, Chicago's industry transitioned into focusing on the war effort. In 1942, the federal government announced plans to build a 6.3 million square feet defense plant next to Clearing and Chicago Municipal Airport. A year later, the Chrysler Defense Plant was completed and the production of B-29 Bomber airplanes commenced. The stage was set for a planned community to house wartime workers.

Early Planned Community in Chicago

Chicago boasts nationally significant examples of planned worker communities that predated the development of Chrysler Village. In the 1880s George Pullman took his railcar company to the south side of Chicago and built a permanent town to house his workers.⁵ In the twentieth century, Benjamin Rosenthal built Garden Homes as an attempt to provide quality housing for workers. Rosenthal criticized poor living conditions in working class neighborhoods and maintained that work efficiency was directly linked to quality home ownership.⁶ Like Pullman and Garden Homes, Chrysler Village served as a planned permanent communities built to house laborers. The role of the federal government in the construction of Chrysler Village, however, signaled an important shift away from the corporate utopia model characterized by Pullman and the independent sponsorship of Garden Homes.

Housing before WWII

By the first decades of the twentieth century, progressive reforms ranging from the home-

³ Robert Lewis, "Planned Industrial Districts in Chicago," *Journal of Planning History*, vol. 3 (Feb. 2004), 29; Clear-Ridge Historical Society, "A Short History of Clearing."

⁴ *Encyclopedia of Chicago*, "Clearing," <http://www.encyclopedia.chicagohistory.org/pages/296.html> (accessed Apr. 5, 2013). In 1949, the airport was renamed "Midway" in honor of the famous World War II Pacific battle.

⁵ Buder, Stanley. *Pullman: An Experiment in Industrial Order and Community Planning 1880-1930* (New York: Oxford University Press, 1967). The Pullman Historic District was listed on the National Register in 1972.

⁶ *Ibid.*, 5.

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economics movement, the public-health movement, and the scientific movement coalesced in a push for the “bungalow” as the new standardized model for middle class housing. Bungalow neighborhoods sprouted up in cities from Missouri to California.⁷ As the population expanded in Chicago, city officials annexed large swaths of nearby farmland and undeveloped suburbs between 1880 and 1920. The spaciousness of these new tracts allowed for the construction of bungalows rather than the tenements and apartment buildings common in the city’s more densely populated neighborhoods. Resilient ethnic communities and strong unions helped push many in the working class toward middle-class status. The 1922 Better Homes in America movement reflected the broader economic prosperity of the 1920s by encouraging widespread home ownership. In fact, the Clearing Welfare Club and the Clearing Women’s Club built a bungalow at 5501 W 64th Street, one block west of the future Chrysler Village, as an inspirational model for neighborhood residents. Throughout the 1920s, bungalow homes appeared in Clearing to the west of future Chrysler Village and to the east in Chicago Lawn. By 1930, workers occupied many of the 80,000 new bungalows built in Chicago. From pastoral neighborhoods like West Ridge on the city’s northwest side to more stratified southwest side community areas such as Clearing, burgeoning “bungalow belts” transformed the built environment of Chicago.⁸

The Great Depression ended the housing market boom of the 1920s, and the Roosevelt Administration made housing reforms a centerpiece of the New Deal.⁹ Following the creation of the Federal Housing Administration (FHA) as part of the National Housing Act of 1934, the federal government assumed unprecedented responsibility for directing the construction and purchase of homes. New Deal policies loosened the standards for federally backed mortgages and eased the monthly interest payment on these homeowner loans in order to stabilize a housing market still reeling five years after Black Tuesday. The government’s transition into the role of major player in the home mortgage market fundamentally altered housing in America.¹⁰ A number of important developers would experiment with this new housing market during the Second World War.

⁷ Gwendolyn Wright, *Building the Dream: A Social History of Housing in America* (New York: Pantheon Books, 1981), 158-76.

⁸ Domic A. Pacyga and Charles Shanabruch eds., *The Chicago Bungalow* (Chicago: Arcadia Pub. on behalf of the Chicago Architecture Foundation, 2001), 10-2, 39-40, 52, 54, 58, 61-2.

⁹ Robert G. Barrows, “Beyond the Tenement: Patterns of American Urban Housing, 1870-1930,” *Journal of Urban History*, vol. 9 (Aug. 1983), 398.

¹⁰ Kenneth T. Jackson, *Crabgrass Frontier: The Suburbanization of the United States* (New York: Oxford University Press, 1985), 195, 203-5.

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Housing during WWII

The upswing in manufacturing as the U.S. entered World War II helped to push the country past economic stagnation while simultaneously creating new challenges for the nation's housing market. Rationing and quotas limited the availability of home-building materials, forcing architects, contractors, and workers into indirect competition with military manufacturing over scarce resources. Workers made weapons, however, and developers and building engineers recognized a shortage in affordable housing near factories as an opportunity to profit from rather than compete with patriotism. In Vellejo, California, 1,692 houses designed by William Wurster were built in 1941 to help board 65,000 civilians and seamen at San Francisco's Island Navy Yard.¹¹ The Defense Housing Division of the Federal Works Agency even sought out America's foremost architect Frank Lloyd Wright to design "Cloverfield Housing," a publicly funded project to house defense industry workers.¹² Between 1941 and 1942 in Buffalo, New York, architect William I. Hosauer and general contractor Godfrey Weinstein forged a private public partnership to build the Kensington Gardens Apartment Complex for laborers working in Erie County's aeronautical defense plants.¹³

Central to wartime building practices was Title VI of the Housing Act enacted in March of 1941. Focused on 146 industrial districts including Chrysler Village, the law incentivized private developers with a substantial federally guaranteed loan if they raised subdivisions near targeted industrial facilities in order to stave off expected wartime labor shortages. The law also focused on defense industry workers as both buyers and tenants, exclusively offering the housing to war workers at low rental and mortgage rates. The scope and scale of aeronautical manufacturing made land around the plane factories and airports prime real-estate for developers

¹¹ Amy Suzanne Weisser, "World War II and the American Dream: How Wartime Building Changed a Nation," *Journal of the Society of Architectural Historians*, vol. 54 (Sep. 1995), 352-5. Weisser's article reviews the "World War II and the American Dream" exhibition held at the National Building Museum, Washington, D.C., between November 11, 1994 and December 31, 1995.

¹² The Defense Housing Division ultimately rejected Wright's quadruplex design concept, instead building a subdivision of 100 prefabricated single-family homes called Victor Hills. See Zenia Kotval, "Opportunity Lost: A Clash between Politics, Planning, and Design in Defense Housing for Pittsfield, Massachusetts" *Journal of Planning History*, vol. 2 (Feb. 2003), 25-45.

¹³ Author unlisted, "Kensington Gardens Apartment Complex" *National Register Nomination*, State Historic Preservation Office of New York, Oct. 20, 2010, available electronically at http://www.oprhp.state.ny.us/hpimaging/hp_view.asp?GroupView=103501 (accessed Apr. 9, 2013).

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to build with the help of the government.¹⁴ As the earliest and largest industrial district in pre-WWII Chicago, Clearing stood out as the obvious site for centralizing Chicago's wartime production.¹⁵ The presence of major wartime manufacturing made Clearing one of the most busy and industrious neighborhoods in Chicago.¹⁶

Chrysler Village as the Product of Private-Public Partnerships

After Chrysler announced the construction of the \$100 million Dodge-Chrysler defense plant on the south side of Chicago, federal and private entities worked together to provide housing for the estimated 30,000 plant workers. In 1942, developers Joseph E. Merrion and F.J. Walsh received priorities for building quotas from the FHA to build the homes of Chrysler Village. Located in the Clearing neighborhood directly south of Midway Airport, the 64-acre planned community included 700 housing units for defense workers in the form of single family homes, duplexes, and multi-unit row houses. Responsible for constructing the majority of houses Chrysler Village, Merrion and Walsh hired architects Harold E. Anderson and H.A. Stahl to design the Minimal Traditional homes for workers.¹⁷ While independent investment companies financed Merrion and Walsh's building, all loans were insured by the FHA.¹⁸ At the intersection of private and federal interests, Chrysler Village emerged as a distinct product of World War II construction in Chicago.

Joseph E. Merrion: Developer & Advocate

As the most vocal and prominent developer of Chrysler Village, Joseph E. Merrion brought with him a history of building low-cost homes for defense workers. From 1940-1941, Merrion built the residential development of Merrionette Park near the Grand Trunk railroad southwest of Chicago for the purpose of housing defense workers.¹⁹ Merrion asserted that the cost of the homes in Merrionette Park would fall below \$6,000 in order to obtain building

¹⁴ Greg Hise, *Magnetic Los Angeles: Planning the Twentieth-Century Metropolis* (Baltimore, MD: The Johns Hopkins University Press, 1997), 142, 149.

¹⁵ Lewis, "Planned Industrial Districts in Chicago," 30-1, 40-5.

¹⁶ Perry R. Duis and Scott La France, *We've Got a Job to Do: Chicagoans and World War II* (Chicago: The Chicago Historical Society, 1992), 76-7.

¹⁷ Developer Chester Kraszyk and architect Joseph E. Hosek built one sixteen-unit home on Long Avenue in 1943. All other homes were built by developers Merrion or Walsh and architects Anderson or Stahl.

¹⁸ "Work Started on 300 Units in Home Project," *Chicago Daily Tribune*, Jul. 30, 1944. See Figure 4.

¹⁹ "Digging Four Foundations Daily: Priorities Don't Worry This Builder" *Chicago Daily Tribune*, Oct. 5, 1941.

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material priorities from the federal government. Merrion also called for the Cook County

Zoning Board of Appeals to reduce the minimum home lot to 5,000 square feet in order to allow the building of more homes per acre. The lot reduction helped individuals own a home for a more affordable price. As Merrion claimed, "to require them to have twice the area that is required in other metropolitan regions means that they are required to pay for two lots instead of one and in most cases takes away from them the privilege of owning a home."²⁰ From 1940 to 1941, J.E. Merrion and Company built over 2,000 homes priced from \$1,000 to \$5,000. His ability to build thousands of stable, comfortable homes on less land for comparably low prices propelled Merrion to prominence in the national home building industry.

During World War II, Joseph Merrion served as President of the National Home Builders Association and became one of the most outspoken critics of federal government regulation in the housing industry. In May 1942, Merrion argued that the federal government's quota on homes built in Chicago would prove disastrous with the sudden influx of new defense workers to the city. "With Chicago's quota of 3000 homes for war workers for the six months ending Sept. 1 already exhausted," Merrion stated in the *Chicago Tribune*, "this city will face a serious housing situation in the near future unless the War Productions Board takes prompt steps to permit more home building...all that the building industry asks is the cooperation of the various governmental agencies that function in the housing field." Merrion was rightly concerned with the government's quotas. Earlier in the year, Gael Sullivan, Illinois' director of the Federal Housing Administration, estimated that Chicago would need 30,000 new homes before 1944 to provide for workers migrating from rural areas and other metropolitan regions to fill 150,000 new jobs throughout the Chicagoland area.²¹ The housing situation was further exacerbated by the relocation of some federal government bureaus from Washington to Chicago. Despite the massive influx of workers into the city, the War Production Board restricted developers from building more than 3,000 homes every six months.

The strict quotas imposed by the WPB presented a potential roadblock for the success of Chrysler Village in 1942. In order to secure priorities for his buildings in Chrysler Village, Merrion took advantage of 300 unused priorities that the FHA allotted to builders in the previous

²⁰ "Voice of the People: Forty Foot Lots" *Chicago Daily Tribune*, Apr. 11, 1941.

²¹ "Chicago War Workers Face Home Shortage Unless WPB Permits More Building," *Chicago Daily Tribune*, May 3, 1942.

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year. The FHA redistributed the rollover priorities to developers who could “assure immediate construction.”²² Within the year, Merrion broke ground on several row houses on the western edge of Chrysler Village.²³ By 1945, J.E. Merrion and Company developed 400 of the total 700 units in Chrysler Village, while developers F.J. Walsh and Lawler Ave Corp built all but one of the other units.²⁴

Merrion’s involvement in the construction of Chrysler Village coincided with and critically informed his work as President of the National Home Builders Association during World War II. Even after 1945, Merrion continued to engage in national conversations about the government’s post-War regulation of building materials, arguing for quicker and more efficient building construction to accommodate returning veterans and an expanding population after World War II.²⁵ Merrion’s prominence as a critic of wartime home building regulations confirms the local and national significance of Chrysler Village as a remarkable accomplishment in World War II Chicago. Despite the restrictive measures that Merrion spoke so vehemently against, his company was still able to develop Chrysler Village and open homes to Dodge-Chrysler workers by the end of the war.

Subsequent Planned Communities in Wartime Chicago

Chrysler Village stands out in the history of Chicago as one of the first and few housing projects that successfully took place during World War II when construction materials were scarce and new housing was at a virtual halt.²⁶ Altgeld Gardens and West Chesterfield Homes emerged as other attempts to construct planned communities for Chicago workers during World War II. Built in the years following the groundbreaking at Chrysler Village, Altgeld Gardens and West Chesterfield Homes share striking design and development characteristics with the planned community in Clearing.

²² “Plan 300 Homes in Southwest Area: Will Serve Big Dodge-Chicago Engine Plant,” *Chicago Daily Tribune*, Mar. 14, 1943. See Figure 3.

²³ “Plan 300 Homes in Southwest Area: Will Serve Big Dodge-Chicago Engine Plant,” *Chicago Daily Tribune*, Mar. 14, 1943. See Figure 3.

²⁴ “Work Started on 300 Units in Home Project,” *Chicago Daily Tribune*, Jul. 30, 1944. See Figure 4. Chester Kraszyk built one sixteen-unit home.

²⁵ “Asks Aid on Lumber; Merrion Urges Use of German Prisoners to Spur Output,” *The New York Times*, June 9, 1945.

²⁶ In 1941, the national housing shortage affected the uniqueness of Greenbelt, Maryland’s planned suburban design. For more on the greenbelt experiment, see Norman T. Newton, *Design on the Land: The Development of Landscape Architecture* (Cambridge, MA: Harvard University Press, 1971), 506.

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Located in the farthest reaches of the South Side of Chicago, the construction of Altgeld Gardens began in 1943 to specifically house African American war industry workers. The architectural firm of Naess and Murphy designed one hundred sixty-two groups of two-story row houses, similar in style to the outer ring of homes in Chrysler Village.²⁷ Isolated from public transportation and city services, Altgeld Gardens developed as a self-sustaining community dependent on its own public facilities. The Chicago Housing Administration's role in creating this remote community for African American workers drew criticism from those who saw the project as intentional racial segregation.²⁸ Today, the residents of Altgeld Gardens remain predominantly African American and are pursuing industrial environmental cleanup, community development, and historic recognition.

A month after construction began at Altgeld Gardens, the Federal Housing Authority oversaw the building of West Chesterfield Homes in the south side of Chicago. West Chesterfield Homes also targeted African American workers. Unlike Altgeld Gardens, however, West Chesterfield Homes boasted two-story single family homes with five rooms located on full city lots. Designed by Loeb and Scholossman, the development opened in 1945.²⁹ Like the single-family homes in Chrysler Village, the West Chesterfield homes maintained a midcentury aesthetic with minimalist exteriors.

Chrysler Village contains the range of housing that would typify wartime building in Chicago, represented by the row houses of Altgeld Gardens and the single-family homes in West Chesterfield Homes. Chrysler Village also epitomizes the model of private-public relationships between developers and the Federal Housing Authority. Unlike Altgeld Gardens and West Chesterfield Homes, however, Chrysler Village became home to a largely white working class community directly connected to wartime production at the Dodge-Chrysler Plant.

Building the Bomber

The Dodge-Chrysler Plant served a vital role in the wartime program that put 3,983 B-29 "Superfortresses" in the skies. The production of B-29s far surpassed the vision, coordination,

²⁷ Devereux Bowly Jr., *The Poorhouse: Subsidized Housing in Chicago, 1895-1976* (Carbondale and Edwardsville: Southern Illinois University Press, 1978), 44.

²⁸ Devereux Bowly Jr., *The Poorhouse: Subsidized Housing in Chicago, 1895-1976* (Carbondale and Edwardsville: Southern Illinois University Press, 1978), 45.

²⁹ Devereux Bowly Jr., *The Poorhouse: Subsidized Housing in Chicago, 1895-1976* (Carbondale and Edwardsville: Southern Illinois University Press, 1978), 47.

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and size of other World War II aeronautical projects.³⁰ The first pressurized cabin in a plane allowed the aircraft to fly at an altitude mostly impervious to ground based anti-aircraft fire and fighter-based guns. An unprecedented wingspan and unrivaled engine gave pilots the ability to attack Japanese targets from Pacific airbases captured by U.S. marines during the grand island-hopping strategy.³¹ As the most sophisticated aircraft theretofore built, military commanders deployed B-29s as their weapons of choice in the strategic bombing campaign against the four islands of the Japanese mainland. Ultimately, the biggest bomber would carry the biggest bomb when on August 6, 1945, the *Enola Gay* dropped Little Boy on the Japanese city of Hiroshima.³² Along with other engineers and workers laboring in the seven other design and assembly facilities operated by seven other defense contractors, residents of Chrysler Village made the atomic attack possible by assembling and performing initial tests on the B-29s' engines at the nearby Dodge-Chrysler plant.

Prior to 1944 design flaws nearly forced the canceling of the B-29 project. With advisors to the president suggesting Senator Harry S. Truman end the program, Lt. Gen. Knudsen guided greater coordination of defense contractors and addressed one of the most serious challenges facing the bomber—the engine.³³ A new approach to an old problem required a fresh space to configure the revamped 2,200 horsepower Wright Cyclone engine. Starting in January 1944, many of Dodge Chicago's 31,000 employees began assembling B-29 engines in the Dodge-Chrysler plant located in the industrialized Clearing community-area. Eleven months later the manufactures delivered their 5,000th engine to the Army Air Force with optimism that “the largest airplane engine plant in the world” would further boost output in 1945.³⁴ With more housing available in nearby Chrysler Village starting that year, workers could put in extra hours at the Dodge-Chrysler plant allowing them to meet the military's challenge by finishing 13,000 additional engines between December 1944 and September 1945.³⁵

³⁰ Irving Brinton Holley, Jr., *United States Army in World War II, Special Studies: Buying Aircraft: Matériel Procurement for the Army Air Forces* (Washington, DC: Department of the Army, 1964), 547.

³¹ C.B. Colby, “Five New U.S. Planes,” *Popular Science*, Aug. 1944, pp. 57-9, 254, 258, 262.

³² Max Boot, *War Made New: Technology, Warfare, and the Course of History, 1500 to Today* (New York: Gotham, 2006), 285-94.

³³ Arthur Herman, *Freedom's Forge: How American Business Produced Victory in World War II* (New York: Random House 2012), 303.

³⁴ “Dodge B-29 Records Set,” *Life*, Feb. 26, 1945, p. 46.

³⁵ Refer to Appendix 2 for the 1945 upswing in final building permit dates in Chrysler Village that coincided with the increased production targets of the Dodge-Chrysler plant. Developers recognized the opportunity as nearly all the 1944 and especially 1945 Chrysler Village constructions took place east of the 1943 constructions—that is,

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Chrysler Village in the Urban Landscape of Chicago

The intentional and isolated development of Chrysler Village during World War II contrasted with the established subdivisions that dominated Clearing. To quell potential anxieties about the longevity of Chrysler Village, the Federal Housing Administration emphasized the permanence of the homes in Chrysler Village, asserting that “after the war these villages would not become ghost towns.”³⁶ Indeed, the houses were largely built of brick and included single-family units for purchase and multi-unit homes for rent.³⁷ Merriam advertised his single-family houses as “new modern homes” equipped with tile floor baths and kitchen cabinets, as well as a basement and backyard for recreational use.³⁸

From the beginning of construction in 1942, the physical layout of Chrysler Village contrasted with the surrounding urban landscape. Rather than adhering to the grid-style layout that characterized most of Chicago at the time, Chrysler Village’s winding roads and central park gave it the appearance of a post-World War II suburb.³⁹ Most access streets terminated into 63rd Street or 65th Street. Control over through traffic effectively divorced Chrysler Village from neighboring communities. The geographic and aesthetic separation of Chrysler Village continues to the present, even inspiring conspiracy theories connecting the subdivision to clandestine mid-century military projects and atomic experiments. While the historical record fails to support the popular stories, Chrysler Village’s isolated and winding suburban layout stands out as an aberration in Clearing and greater Chicago.

Postwar Housing

The relationship between private developers and federal agencies that characterized the building of Chrysler Village as a planned community foreshadowed postwar housing developments in Chicago and the United States. Starting in the postwar period and running the

closer to the Dodge Chrysler-Plant. On the numbers of engines produced, see “Chapter Seven—Chrysler Goes to War,” (Detroit, MI: Walter P. Chrysler Museum, 2009), 5, available online at <http://wpchryslermuseum.org/page.aspx?pid=435> (accessed Feb. 1, 2013).

³⁶ “Map Arms Worker Transportation: Nine Towns Along Wabash Unite to Show Needs,” *Chicago Daily Tribune*, Mar. 15, 1942.

³⁷ “Work Started on 300 Units in Home Project,” *Chicago Daily Tribune*, Jul. 30, 1944. See Figure 4.

³⁸ “Chrysler Village Ad 008,” Clearing Vertical File, Clear-Ridge Historical Society, Chicago, Illinois.

³⁹ On post-World War II suburban planning and design in the Greater Chicago Area, see Gregory C. Randall, *America’s Original GI Town: Park Forest, Illinois* (Baltimore, MD: The Johns Hopkins University Press, 2000).

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course of the Cold War, a philosophy of decentralization pushed jobs from the city and to the suburbs.⁴⁰ For African Americans, postwar urban redevelopment policies meant crowded federal housing projects.⁴¹ For whites, federal dollars would flow to developers able to build single family homes quickly in open space within and increasingly around the nation's cities.⁴²

Thanks to the low-interest mortgages guaranteed to returning GIs in the Servicemen's Readjustment Act of 1944, Congress added amendments to the National Housing Act affording speculators and builders with opportunities to cash in on government subsidies if they worked fast to turn nascent property into housing for returning veterans. President Truman's Veterans Emergency Housing Program in particular catalyzed the firm Levitt & Sons to build their first subdivision at Levittown, New York in the spring of 1947. The Levitts stressed fast construction times through a high division of labor, on-site materials management, standardized construction, and contracts negotiated directly with workers rather than their union leadership. That same year the Federal Housing and Rent Act reaffirmed the earlier precedent of affordable rental or purchasable housing stock for middleclass and working class Americans, further ramping-up an already bullish housing market.⁴³

The mass suburbanization of the fifties and sixties symbolized by Levittown was predicated on lessons learned during World War II in the construction of developments like Chrysler Village. In fact, Levitt and Sons learned their trade through wartime construction contracts in Virginia where they finished 2,350 homes for workers in Portsmouth and Norfolk.⁴⁴ The practice of private developers securing federal funding for low-cost homes in planned communities with winding roads and distinct curvilinear came to define postwar suburban housing.

Post-Industrial Clearing

The Chrysler-Dodge Plant that served as the impetus for building Chrysler Village

⁴⁰ Margaret Pugh O'Mara, "Uncovering the City in the Suburb: Cold War Politics, Scientific Elites, and High-Tech Spaces," in Kevin M. Kruse and Thomas J. Sugrue eds., *The New Suburban History* (Chicago: University of Chicago Press, 2006), 60-5.

⁴¹ Arnold R. Hirsch, *Making the Second Ghetto: Race and Housing in Chicago, 1940-1960* (New York: Cambridge University Press, 1983), 9.

⁴² Mark I. Gelfand, *A Nation of Cities: The Federal Government and Urban America, 1933-1965* (New York: Oxford Press, 1975), 148-9.

⁴³ Barbara M. Kelly, *Expanding the American Dream: Building and Rebuilding Levittown* (Albany, NY: State University of New York Press, 1993), 22-7, 32.

⁴⁴ Jackson, *Crabgrass Frontier*, 234.

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followed the postwar economic trajectory from peacetime manufacturing into post-industrial decline. For a short time the world's largest factory switched from producing bomber engines to making car engines.⁴⁵ A year before V-J Day, Congress passed the Surplus Property Act of 1944 to start transitioning the nation's economy back to peacetime.⁴⁶ In Clearing, the Office of the War Assets Administration brokered a deal between Chrysler Corporation, the Army Air Force, and the Tucker Corporation in which the Tucker Corporation acquired the Dodge-Chrysler Plant along with the equipment and machinery the military left behind.⁴⁷ The ten-year lease agreement went unfulfilled, however, when Tucker came under federal investigation for fraud by the Securities and Exchange Commission after finishing only a few dozen cars. Although eventually acquitted in 1950, the legal scrutiny dealt a fatal blow to the Tucker Corporation and the factory closed its doors after only one year of business.⁴⁸

Tucker Corporation's receivership marked the end of heavy manufacturing at the Dodge-Chrysler plant, thus exemplifying the deindustrialization of Clearing—Chicago's oldest industrial district. Today, most of the plant's buildings remain empty. A Tootsie Roll factory and the shops at the Ford City Mall occupy a fraction of the larger industrial space. The Mall suffers from under-occupancy indicative of the post-industrial economy of the last three decades.⁴⁹

Chrysler Village After World War II

As part of the Clearing neighborhood, Chrysler Village originally reflected southwest Chicago's blue-collar, industrial working class demographics. In the 1940s, most families in the area were Illinois or Midwestern natives. Families with Polish, Russian, German, and other

⁴⁵While the literature on postwar economic-conversion and consumerism is large, historian Lizabeth Cohen offers a good overview and analysis in *A Consumer's Republic: The Politics of Mass Consumption in Postwar America* (New York: Vintage, 2003), 112-165.

⁴⁶"*Surplus Property: Uncle Sam, Merchant*" *Time*, Jul. 23, 1945, available electronically at www.time.com (accessed Apr. 14, 2013). Page numbers for *Time* magazine articles are omitted because the *Time* magazine online database omits them.

⁴⁷Tucker Employee Association Petition; Otto Klein to Mr. Preston Tucker, September 17, 1948; Memo, WAA, Office of the General Counsel, WAA, Regional Director, March 12, 1948; W.L. Godman Deputy Administrator Office of Real Property Disposal to Thomas J. Hargrave Executive Chairman of the Munitions Board, Apr. 6, 1948; Status Report of Inventory and Appraisal of Personal Property of the Chrysler Corp. Plancor 792; all in Folder 5, Box 128, Records Group 270, Office of the War Assets Administration, Real Property Disposal Case Files, Illinois, Indiana, Michigan, Minnesota, Ohio, and Western Region, NARA Great Lakes.

⁴⁸Paul Duchene, "Preston Tucker: The Man Behind the Car," *Chicago Tribune*, Feb. 1, 2011.

⁴⁹Wal-Mart as the exemplar of this larger economic trend is charted in Bethany Moreton, *To Serve God and Wal-Mart: The Making of Christian Free Enterprise* (Cambridge: Harvard University Press, 2009).

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eastern European parents also resided in the neighborhood.⁵⁰ The conscious effort by Merriam and others to build long-term housing reflected the rootedness of families already living in the area.

After the war, many residents of Chrysler Village found work in the surrounding industrial factories and at Midway Airport. With O'Hare's expansion into an international airport in 1955, however, many business owners left Midway and the Clearing neighborhood. After the resulting departure of workers, a new influx of young married couples seeking home ownership arrived from the surrounding neighborhoods. The low prices of Chrysler Village and close proximity to industrial jobs attracted many first time homebuyers in the 1960s. Many people living in the single-family homes and duplexes stayed in Chrysler Village to raise their families. Within the neighborhood, programs for children and adults were hosted at the Lawler Park field house, including softball, sewing classes, and the annual Halloween party. Many children of Chrysler Village attended Fleming Grammar School.⁵¹ The multi-flats with smaller living spaced experienced a higher rate of turnover. As the factories surrounding Chrysler Village began to shut down during the 1970s and 1980s, another generation of first-time homeowners moved into the neighborhood. At the beginning of the twenty-first century, Hispanic families increasingly moved into the neighborhood, maintaining a close-knit working class culture.⁵²

Today, Chrysler Village remains a distinct subdivision within the Clearing neighborhood. With the exception of garages and structures added to Lawler Park at the center of the subdivision, all of the buildings in Chrysler Village were originally built during the period of significance from 1942 and 1945. The residences maintain a Minimal Traditional architectural style, reflecting the original function of the buildings as affordable homes for workers. A largely working class community continues to inhabit the neighborhood. With concentric rectangular streets lined by single family and multiple unit residences, Chrysler Village still stands out in the urban landscape of Chicago as a unique planned community built during World War II.

Conclusion

⁵⁰ 1940s US Census Data.

⁵¹ Now Robert L. Grimes/Alexander Fleming Grammar School

⁵² Informal interviews with multiple residents of Chrysler Village heavily inform the recent history described here.

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Chrysler Village represents a critical transition in the history of housing in United States cities. As a planned community built during World War II, Chrysler Village serves as the link between early twentieth century bungalow neighborhoods and post-war Levittowns. As an intentional community characterized by winding streets and affordable homes, Chrysler Village also serves as significant aberration in the landscape of wartime Chicago. The development of Chrysler Village also demonstrates the unique private-public partnership between local developers like J.E. Merrion and the federal government to provide housing to the workers in wartime industries. As a unique product of the intersection of World War II industry and local and national housing development, Chrysler Village exemplifies Criteria A for historical significance.

9. Major Bibliographical References

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Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____
- ☐ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- ☐ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Chrysler Village
Name of Property

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Acreage of Property 64 acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

1. Latitude: 41.463966 Longitude: -87.452588

2. Latitude: 41.462898 Longitude: -87.444955

Or

UTM References

Datum (indicated on USGS map):

☐ NAD 1927 or ☐ NAD 1983

1. Zone: Easting: Northing:

2. Zone: Easting: Northing:

3. Zone: Easting: Northing:

4. Zone: Easting : Northing:

Verbal Boundary Description (Describe the boundaries of the property.)

The rectangular subdivision extends from S Long Avenue on the west to S Laverne Avenue on the east and is bounded by the alley behind W 63rd Street on the north and W 65th Street on the south. The district excludes an empty lot in the southwest corner of the area.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries of the historic district mirror the original boundaries of the subdivision, and the homes within Chrysler Village retain a midcentury aesthetic that visibly contrasts from the surrounding postwar bungalows and industrial buildings. To the west of S Long Avenue and beginning on the east side of S Laverne Avenue and extending eastward, postwar bungalows and ranch houses line the streets, contrasting distinctly with the Minimal Traditional architecture of Chrysler Village homes. Midway Airport is located directly north of W 63rd Street, and the area extending south from W 65th Street has been significantly developed as a result of post-war industrialization in south Chicago.

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11. Form Prepared By

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telephone: 320-815-3491

date: 23 April 2013

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photograph Log

Photograph 1: IL_Cook County_Chrysler Village_0001
Contributing Single Family Residence
5030 W 64th Place, Chicago, Cook County, IL
Chelsea Denault, February 8, 2013

Photograph 2: IL_Cook County_Chrysler Village_0002
Contributing Duplex
5110-5112 West 64th Place, Chicago, Cook County, IL
Chelsea Denault, February 8, 2013

Photograph 3: IL_Cook County_Chrysler Village_0003
Contributing Duplex

Chrysler Village

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5165-5167 West 64th Place, Chicago, Cook County, IL
Gregory Ruth, February 8, 2013

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Photograph 4: IL_Cook County_Chrysler Village_0004
Contributing Fourplex
6340-6346 South Lockwood Avenue, Chicago, Cook County, IL
Kimberly Connelly, February 8, 2013

Photograph 5: IL_Cook County_Chrysler Village_0005
Contributing Six-flat
6448-6458 South Lockwood Avenue, Chicago, Cook County, IL
Chelsea Denault, February 8, 2013

Photograph 6
Contributing Split-level Single Family Residence
6347 South Leclaire Avenue, Chicago, Cook County, IL
Mairead O'Malley, March 31, 2013

Photograph 7: IL_Cook County_Chrysler Village_0001
Noncontributing House: Wooden Siding
5039 West 64th Place, Chicago, Cook County, IL
Rachel Boyle, February 8, 2013

Photograph 8: IL_Cook County_Chrysler Village_0008
Noncontributing House: Brick Overlay
6415 South Lawler Avenue, Chicago, Cook County, IL
Rachel Boyle, February 8, 2013

Photograph 9: IL_Cook County_Chrysler Village_0009
Noncontributing House: Side Addition
5139-5141 West 64th Place, Chicago, Cook County, IL
Rachel Boyle, February 8, 2013

Photograph 10: IL_Cook County_Chrysler Village_0010
Noncontributing House: Roof Addition
5129 West 64th Street, Chicago, Cook County, IL
Gregory Ruth, February 8, 2013

Photograph 11: IL_Cook County_Chrysler Village_0011
Noncontributing House: Multiple Significant Alterations
6327 South Lawler Avenue, Chicago, Cook County, IL
Rachel Boyle, February 8, 2013

Chrysler Village
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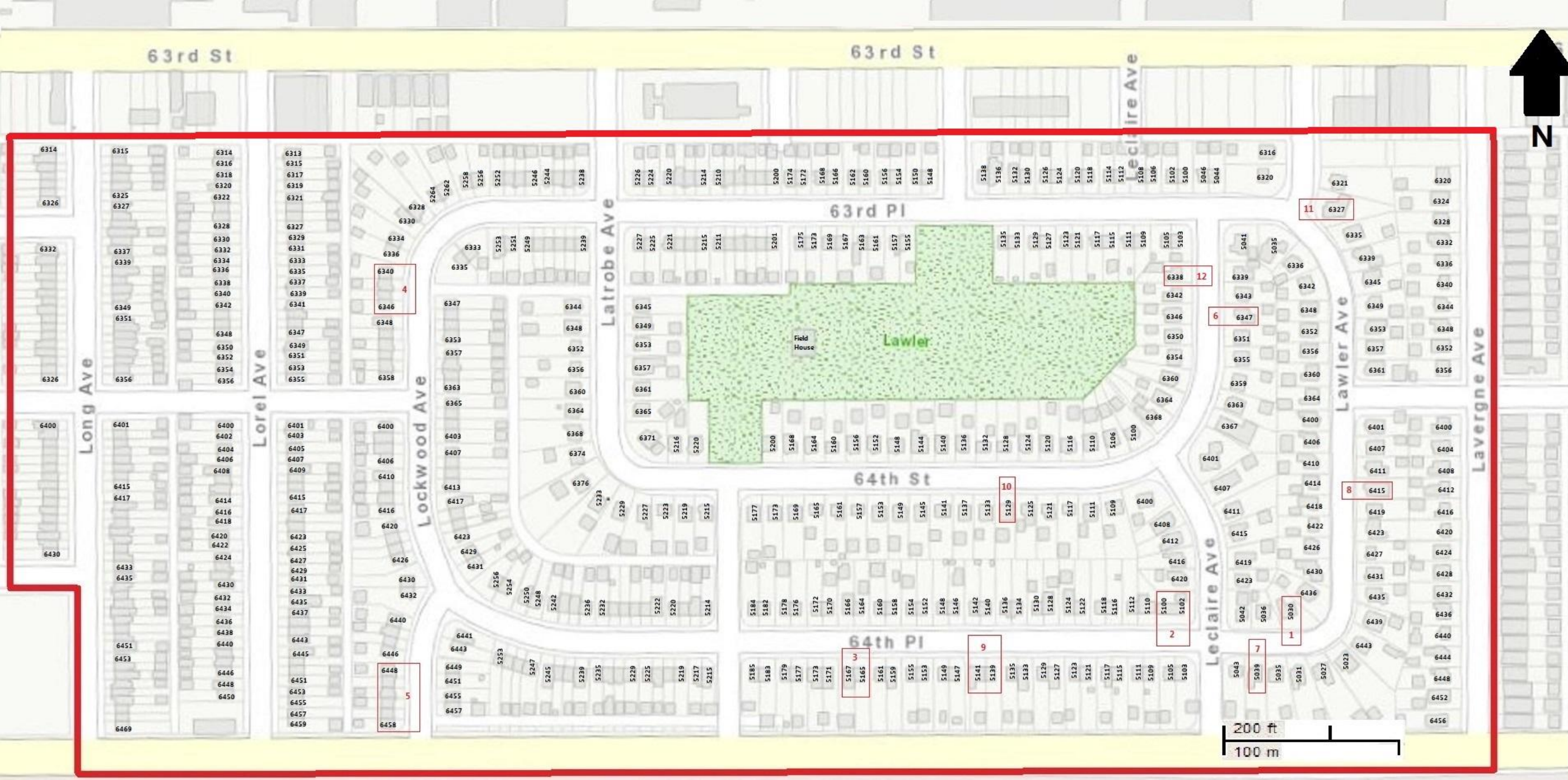
Cook County, Illinois
County and State



Sketch Map

Chrysler Village
Name of Property

Cook County, Illinois
County and State



Chrysler Village
Historic District
Boundaries

1
Photograph
Number

Base image from the
Geographic Information
Systems (GIS) Interactive
Map hosted by the City of
Chicago at
<http://gisapps.cityofchicago.org/mapchicago>, accessed
April 22, 2013

Sketch Map with Keyed Photographs

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Figure 2
Aerial Photograph of Chrysler Village
Date Unknown, Circa 1943-1955
Photography Courtesy of Rob Bitunjac
Clearridge Historical Society

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Plan 300 Homes in Southwest Area

WILL SERVE BIG DODGE-CHICAGO ENGINE PLANT

Use Priorities Taken Back by FHA.

[This is the third of a series of stories on recent new home construction for war workers in the neighborhood of Chicago's four big outlying car plant areas.]

BY AL CHASE.
[Real Estate Editor.]

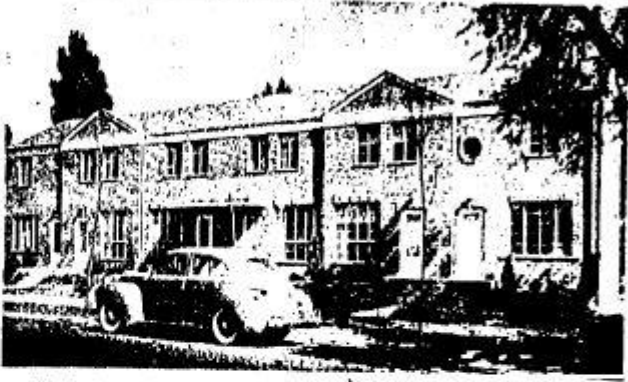
Priorities for 300 war homes have been allocated to builders for construction in the southwestern part of Chicago where the huge Dodge-Chicago plant is under construction. Edward J. Kelly, state director of federal housing administration, said yesterday.

They are part of 1,100 priorities allotted to builders last year which were never used and which have been recaptured by FHA and redistributed to concerns that can assure immediate construction.

Three hundred of the 1,100 recaptured priorities have been allotted to the Douglas area; 400 for war homes in the western area, and 100 will provide living quarters in the southeast area.

Kelly said that because many of the new homes have three bedrooms [the third convertible into a dining room] the 300 homes allocated to the Dodge-Chicago area will house about 750 workers. The entire 1,100 will accommodate an estimated 3,000 war workers, it was said.

Residences for Dodge Plant Workers



Typical row house to be built by J. E. Merrion & Co. on Lorel avenue, between 64th and 65th streets, in Chrysler Village, an 80 acre development within walking distance of the Dodge-Chicago plant.

New Homes for Chrysler Village.

The largest housing project near the Dodge plant is Chrysler Village, an 80 acre privately financed development bounded by 63d and 65th streets, and Long and Laverne avenues, with an ultimate goal of 900 home units.

J. E. Merrion & Co., which is completing 100 row house units on both sides of Long avenue, between 63d and 65th streets in Chrysler Village has been granted priorities for 50 more. They will be built on both sides of Lorel avenue, between 64th and 65th streets and will include 11 duplex buildings containing 22 home units, and seven row houses each containing four units. Work will be started this week.

The Fred J. Walsh company also has been granted 50 priorities and will build on both sides of Lorel avenue, between 63d and 64th streets in Chrysler Village. The plans include 17 duplex buildings and four row houses of four units each. Both Merrion and Walsh have applied for more priorities to continue the building program.

Figure 3
"Plan 300 Homes in Southwest Area: Will Serve Big Dodge-Chicago Engine Plant," *Chicago Daily Tribune*, March 14, 1943.

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Work Started on 300 Units in Home Project

Work is under way on 300 more residential units in the Chrysler Village housing project of J. E. Merriam & Co., and the Fred J. Walsh company, it was announced yesterday.

When completed this 68 acre development in the area bounded by 63rd. and 65th sts., and Long and Lavergne avs. will house 700 families with an estimated population of 2,800. Four hundred home units already are completed and occupied by war workers' families.

Two hundred of the new group will be single family homes to be sold for \$6,500 each. The remaining 100 will be duplex houses to be rented at \$52.50 to \$56 each. Completion of the 300 is scheduled for Oct. 1.

Include Three Types.

The single family units will be standard two story home, story and a half, and three level dwelling types. Most will have two bedrooms with unfinished space for a third large bedroom if needed.

Laid out with winding roads to avoid thru traffic hazards, and with a central park and playground, Chrysler Village is within equal walking distance of the Dodge-Chicago and Studebaker plants, and the 125 factories in the Clearing Industrial district.

Merriam Builds 400 Units.

Of the 700 home units, the Merriam company has built and is building 400 and the Walsh company 300. The Merriam homes are being financed thru Greenebaum Investment company. Dovenmuehle, Inc., and Home Federal Savings and Loan association are financing the Walsh units. All loans are being insured by FHIA.

War Worker's Home



Typical single family dwelling in 700 unit Chrysler Village housing project half way between Dodge-Chicago and Studebaker plants, and opposite Clearing Industrial district.

Homes Project Plan



Plan of Chrysler Village, big privately financed south side housing project for war workers.

Figure 4

"Work Started on 300 Units in Home Project," *Chicago Daily Tribune*, July 30, 1944.